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William F. Hein
Deputy Executive Director

BAY BRIDGE DESIGN TASK FORCE
Wednesday, April 16, 1997, 5:30 p.m.
County Administration Building
Board of Supervisors Chambers
Room 107
651 Pine Street
Martinez, CA

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

AGENDA

1. Welcome, introduction of MTC Task Force, and review of public participation process -- Mary King, MTC
2. Welcome, introduction of Contra Costa Transportation Authority -- Mary King, MTC
3. Staff report on issues presented -- Steve Heminger, MTC
 - a. Bicycle lane
 - b. Bus/Carpool lane
 - c. Summary of Engineering and Design Advisory Panel (EDAP) meeting
 - d. Summary of other public comments received to date
4. Presentation by Caltrans -- Denis Mulligan/Brian Maroney
 - Video presentation on bridge design alternatives
5. Other Business/Public Comment

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(COMM/BAY BRIDGE/AGENDA)

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7 MEETING OF
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9 SAN FRANCISCO-OAKLAND BAY BRIDGE
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11 DESIGN TASK FORCE
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13 MARTINEZ, CALIFORNIA
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15 APRIL 16, 1997
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MEETING OF

SAN FRANCISCO-OAKLAND BAY BRIDGE

DESIGN TASK FORCE

Meeting of San Francisco-Oakland Bay Bridge
Design Task Force at 651 Pine Street, Room 107,
Martinez, California, commencing at 5:40 p.m.,
Wednesday, April 16, 1997, before me,
Adrienne Peretti, CSR No. 11029.

A P P E A R A N C E S

CHAIR:

MARY KING REPRESENTING ALAMEDA COUNTY

MEMBERS:

SHARON BROWN REPRESENTING CITIES OF CONTRA
COSTA COUNTY

MARK DeSAULNIER REPRESENTING CONTRA COSTA COUNTY

TOM HSIEH REPRESENTING SAN FRANCISCO COUNTY

JON RUBIN REPRESENTING CITY OF SAN FRANCISCO

STEVE HEMINGER STAFF LIAISON

REPRESENTATIVES OF CALTRANS:

BRIAN MARONEY PROJECT ENGINEER

DENIS MULLIGAN DEPUTY DISTRICT DIRECTOR

REPRESENTATIVE OF BAY CONSERVATION AND DEVELOPMENT
COMMISSION:

WILL TRAVIS EXECUTIVE DIRECTOR

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1 MS. KING: Good evening. We will now
2 convene as the Bay Bridge Design Task Force. And we
3 thank our host council tonight, Contra Costa County,
4 for allowing us to hold our public hearing -- or
5 second public hearing in their chambers.

6 I'd like to introduce the Design Task Force
7 to you. To my far right is Jon Rubin, commissioner
8 from the City and County of San Francisco. To my
9 immediate right is Mark DeSaulnier from Contra Costa
10 County. As you probably know, he is in his regular
11 seat. And to my left is Sharon Brown from Contra
12 Costa County.

13 Each member of the task force might have
14 something to say.

15 Mr. Rubin, would you like to make any
16 comments?

17 MR. RUBIN: I hope to hear smart comments,
18 relevant comments today.

19 MR. DESAULNIER: I would like to welcome
20 all of you -- public and members of the committee --
21 to my home where I spend Tuesday afternoons, most of
22 it enjoyable, but as some of you know, some of it --
23 well, other than enjoyable.

24 I really hope today that from my
25 constituents, we hear some -- as the newspaper

1 mentioned locally this past week, some relevant
2 discussion on what is our primary chore; that is,
3 the design elements and the aesthetics of the bridge
4 replacement. So that's my request to my
5 constituents to come up here and make a
6 compassionate plea for whatever design you think is
7 the best one.

8 MS. KING: Thank you.

9 Sharon, would you like to say something?

10 MS. BROWN: I want to thank everybody for
11 coming. I know what it takes, and I appreciate you
12 being here. As I believe Jon mentioned, I hope we
13 hear substantive comments tonight when talking about
14 the construction of the bridge and the impacts that
15 it would have if it was a problem. So we are happy
16 we are here and look forward to hearing from you.
17 Thank you.

18 MS. KING: I would also like to thank for
19 their attendance and introduce at this time members
20 of the Contra Costa County Transportation Authority
21 who have joined us. Executive director Bob McCleary
22 is here.

23 Bob, maybe you could introduce yourself and
24 the members.

25 MR. McCLEARY: I will introduce those here

1 so far. We have John Marcus, Charlie Abrams, and
2 Commissioner -- Sergeant Littlehale. We expect two
3 or three other members to arrive momentarily.

4 MS. KING: Very good. And we will look
5 forward to hearing your comments at the time that we
6 have public comments. And we will hear from you
7 first, certainly.

8 Just to go back again about what the
9 purpose of our Design Task Force is, it is, in fact,
10 twofold: First, to attempt to develop a consensus
11 recommendation on a design option for the new
12 eastern span of the Bay Bridge. Caltrans has, at
13 this point, proposed four design options. And we
14 are pleased with their support. They are here
15 presently.

16 We should have you introduce yourself at
17 this point.

18 MR. MULLIGAN: Thank you, Madam Chair. My
19 name is Denis Mulligan, and I work for Caltrans here
20 in the Bay Area. To my right is Brian Maroney.
21 He's the project manager for the new
22 San Francisco-Oakland Bay Bridge.

23 MS. KING: Thank you.

24 And to show that they have been working
25 with us very carefully, we initially had only two

1 design options, and we are now up to four. So
2 anybody who says we're entrenched bureaucrats, can
3 be sadly rebutted by the actions that we have
4 demonstrated on the part of this task force.

5 My oversight -- certainly this commission
6 -- this committee is a committee of the
7 Metropolitan Transportation Commission and our
8 chairperson James Spering is present.

9 James where are you? There you are. Thank
10 you very much for being with us. And we will be
11 interested in hearing any comments that you might
12 have tonight also.

13 So there are now four design options. The
14 initial proposals were a skyway viaduct and a
15 twin-tower cable-stay bridge. In the past few weeks
16 we've brought forth four designs: Another for a
17 single-tower cable-stay bridge and an arch bridge,
18 which they describe as a modification of the viaduct
19 concept. Caltrans has also indicated they are
20 willing to consider additional options providing
21 they meet strict engineering and design criteria
22 required for this critical project.

23 This evening, Caltrans will review the
24 designs with us, the design alternatives they've
25 proposed. All design options are also being

1 evaluated by a team of cost reviewers, engineers,
2 seismic specialists, and design experts that are
3 shown on the first three steps of the time -- where
4 is the timetable? To the left. So if you have an
5 opportunity to review that timetable, it shows you
6 all the participants and how we will interface
7 throughout the process.

8 The second purpose of the Design Task Force
9 is to recommend any additional features that might
10 be included as part of the bridge project. We want
11 to be clear about what we mean to be considered as
12 additional features or extras and what we don't mean
13 as additional features or extras.

14 MTC does not believe that having two
15 standard shoulders on the new bridge is extra. We
16 also do not believe that additional seismic retrofit
17 of the existing west span, so that it is as strong
18 as the east span, is an extra. MTC believes both of
19 these items must be included in the base cost of
20 this new bridge.

21 This base cost will be used to determine
22 the cost sharing arrangement that is currently being
23 negotiated between the legislature and others in
24 Sacramento. And as you know, as a citizenry who
25 will be using this bridge, what they don't pay for,

1 we'll be paying for in bridge tolls. So we can use
2 your assistance in lobbying for everything that we
3 can get out of the government and the legislature
4 with regard to their co-payment.

5 We do acknowledge that certain additional
6 features, however, such as cable towers, bike lanes,
7 and other design elements that may be desired by our
8 Bay Area community and will provide an extra cost,
9 are features that may not be borne by the State. I
10 think it's important to emphasize that the best
11 bridge design may not necessarily be the most
12 expensive, so we will be looking for economy as
13 well.

14 The schedule for the task force, the large
15 timetable shows you that the engineering design
16 review experts are scheduled to complete their work
17 in June, culminating their report to this task
18 force.

19 The MTC Design Task Force, which is before
20 you now, will then have another two months to
21 complete its deliberations, by the end of July. We
22 appreciate, as has been mentioned by my colleagues
23 from Contra Costa County, the citizens who are
24 present, having taken the time out of their busy
25 schedules to be here this evening to give us the

1 benefit of your advice and opinions on the design of
2 the new bridge.

3 Obviously, hearing from as many people as
4 possible in this critical work of the task force is
5 important so that we can reach some kind of
6 consensus to bring forward to Caltrans, some
7 community consensus, and receive your support in
8 that way.

9 We have had one public meeting in Oakland
10 already. We have two more public meetings scheduled
11 in Solano and San Francisco Counties. The dates and
12 locations are listed on a fact sheet, which would
13 have been available for you as you entered the
14 room.

15 We have also established three other ways
16 for the public to comment on the new bridge design.
17 There is a telephone comment line. You can contact
18 us through the Internet or through the mail. And
19 you can get that information from the table in the
20 back.

21 I would also like to introduce, at this
22 point, the staff from BCDC, the Bay Conservation and
23 Development Commission, staffed by Will Travis.
24 They are working jointly with us because the impacts
25 of a new span will clearly have impacts to the

1 environment and to the Bay and the Bay Region. And
2 so we appreciate your participation.

3 Did you have any comments you wanted to
4 make?

5 MR., TRAVIS: I do. Thank you for visiting
6 us, and I look forward to hearing from the public
7 today.

8 MS. KING: We also have on this committee
9 one of MTC's finest Steve Heminger. And Steve will,
10 at this point, give us an update of the several
11 issues that have been raised in connection with the
12 design of the Bay Bridge.

13 MR. HEMINGER: Thank you, Madam Chair. You
14 do have in front of you a packet from us on four
15 issues that have been raised today. The first one
16 is the question of a bicycle lane, not only on the
17 new span, on the eastern side, but on the existing
18 western span which will not be replaced. And I
19 would like to ask Denis Mulligan to bring you
20 up-to-date on where Caltrans is in evaluating that
21 proposal.

22 MR. MULLIGAN: Thank you, Steve.

23 At the last meeting, you requested that we
24 investigate the feasibility of a bike path on the
25 westbound span of the San Francisco-Oakland Bay

1 Bridge. Previously, we provided information and
2 cost on the bike path for various options presented
3 on the east span because we recognize that as one of
4 the issues that the Design Task Force will wish to
5 comment on. And one of the options has led to
6 contemplation after your request at that last
7 meeting. We have been working.

8 The first step is to determine feasibility,
9 of whether the bridge can handle the additional
10 weight of a bike path or can a cable base handle the
11 weight. It's a very fundamental concept, and it
12 appears that it may be feasible based on just that
13 one concept, to put a bike path on the bridge. We
14 checked that initially because if that was not the
15 case, we would stop, and there would be no need for
16 further study.

17 The next step to check is the issues
18 associated with that, associated with the
19 feasibility if it's your pleasure. And that
20 includes to see how bikes would get on and off the
21 bridge on the two spans and to develop cost
22 estimates for bike paths on the bridge.

23 It's important to know that dynamic studies
24 are done with respect to wind loading and wind storm
25 on the additional structure, and there are thousands

1 of elements on the bridge. But we will, at your
2 pleasure, see further studies involving some
3 preliminary cost estimates for an average
4 alternative for putting it on the span,
5 San Francisco Bay project. We know that seismic
6 safety is of paramount importance. We have work
7 underway to finalize the plans, the specifications,
8 and estimates, for the project to seismically
9 strengthen the west span of the
10 San Francisco-Oakland Bay Bridge. We are
11 proceeding full speed ahead with that effort. We
12 are not defecting that effort. We are not delaying
13 that effort. They are in no way modifying this
14 effort with respect to your request at this last
15 meeting.

16 MS. KING: If I might, I think if you can
17 have that information for us by May 8th when we have
18 our San Francisco meeting, that would probably be
19 the most appropriate time and in the best interest
20 at that point that we have that information.

21 MR. MULLIGAN: And we will do that, Madam
22 Chair.

23 MR. HEMINGER: On the next item, at your
24 last meeting in Alameda County, a representative
25 from AC Transit proposed that you consider a car

1 pool and bus lane on the new eastern span. As you
2 know, there are car pool and bus lanes heading up to
3 the bridge, but not on the bridge, itself. And to
4 help you in forming your responses to that proposal,
5 we have included in our packet a detailed and, I
6 think, excellent analysis by Caltrans Highway
7 Operational folks that they did a few years ago.

8 This idea came up before of putting a car
9 pool lane on the bridge. And I think to summarize
10 the document, what it concludes is that heading on
11 the bridge westbound, the metering lights have the
12 effect of metering traffic onto the bridge, so this
13 would not be of any advantage to having a car pool
14 or bus lane on the bridge because the metering
15 lights keep the bridge essentially free flowing and
16 stack up the traffic behind the lights, and do so.

17 And, in fact, during the peak hours heading
18 westbound, there is so much traffic in the car pool
19 lanes themselves that if there was a car pool lane
20 on the bridge, it would probably be as full as the
21 other lanes. So it would defeat the purpose of
22 having one.

23 Coming back eastbound from San Francisco to
24 Oakland, the conclusion there is that, again, a
25 metering phenomenon does occur. There are not

1 metering lights over on the San Francisco end of the
2 bridge, but the ramps leading onto the bridge have
3 the effect of metering the traffic on the bridge.

4 So, again, the initial and preliminary analysis
5 would not indicate the design or necessity of even
6 having such a bus or car pool lane on the bridge.

7 We will bring this issue back to you when
8 you enter your deliberative phase in June or July.
9 But we want to get this information to you now. It
10 would be pleasing for us or anyone else to respond to
11 the analysis as well.

12 On the fourth item, Item D, you do have a
13 group of experts, as the Chair mentioned, who have
14 been appointed. And in your packet, there is a
15 roster of that group, which is now been formally
16 constituted. It's about 32 people. It's a large
17 group. And it's composed, in fact, of
18 representatives from eight existing design,
19 architectural, and engineering bodies: The American
20 Institute of Architects, the American Society of
21 Civil Engineers, two panels from BCDC. There is a
22 Design and Review Board. There is an Engineering
23 Criteria Review Board. There are three panels from
24 Caltrans. There is a Peer Review Panel, a Bay
25 Bridge Review Panel, and there is a Seismic Advisory

1 Board. And finally, the Structural Engineers
2 Association Board.

3 So I don't think we lack for expert
4 advice. I think our challenge will probably be how
5 to get these experts to agree with each other when
6 they are finished with their work.

7 The next page in your packet is a schedule
8 of their meetings, which they set at their first
9 meeting on April 9th. They will be meeting again
10 next week to approve, we hope, the engineering and
11 the design criteria that are also included in your
12 packet. And the purpose of these criteria are so
13 that this group and your task force has a standard
14 against which to judge these various alternatives
15 instead of just saying, gee, that one is prettier
16 than that one. And obviously the criteria involves
17 not only designs and aesthetic considerations, but
18 very possibly seismic considerations, which types of
19 bridges will stand the earthquake the best.

20 So at this meeting on April 22nd, they will
21 approve that criteria, and then on a workshop a
22 three-day workshop from May 12th to May 14th, they
23 will conduct a workshop to review the various
24 alternatives that have been proposed both by
25 Caltrans and from professional firms and other

1 members of the public, and then have two subsequent
2 meetings to try to screen those alternatives down so
3 that they can recommend -- let's call it a short
4 list to you -- by early June, and then you'll take
5 the deliberations over from there.

6 So that is a report on the activities of
7 that engineering and design advisory panel, which
8 will be meeting concurrently with your public
9 meetings.

10 And finally, as you know, we are receiving
11 public comments in other ways besides these
12 hearings. And the last page in your packet is a
13 tally of those public comments that we have received
14 to date. Basically they're in three forms: Letters
15 that have come to the Chair, Mary King at MTC's
16 E-mail that has been received at Caltrans; and then
17 phone messages that have come into our regional
18 telephone number. And if I could just plug it one
19 more time, it's 817-1717.

20 You can register your comments on the new
21 Bay Bridge and also up-to-the-minute traffic
22 information. And you can see in terms of what sort
23 of bridge to build, which is really the first five
24 categories. Twenty-two folks prefer skyway.
25 Twenty-two prefer the cable-stay option. Nine

1 expresses a preference for retrofitting the existing
2 structure. Nine expresses a preference for some
3 sort of design competition. And four expresses a
4 preference for a steel bridge, which would be
5 different from the other options.

6 As you can see, the vast bulk of the
7 comments we received on any structure has to do with
8 bike lanes. And you can see how it splits out
9 there. Thirty-three people commenting on the notion
10 of an all-rail option on the new bridge.

11 Having tolls, varied. Two people commented
12 if tolls go up, they ought to go up during the peak
13 hours. Three people said they shouldn't go up at
14 all. One commented on a notion of possibly not
15 building the bridge. And four commented on the
16 notion of not only building a replacement span, but
17 building a new bridge at the same time, the
18 so-called southern crossing.

19 So that is a summary of the comments we
20 have received outside of these public hearing. And
21 we will be bringing another summary to you probably
22 in our May 8th meeting in San Francisco. I will
23 keep you posted on what we're hearing through the
24 phones and faxes and other meetings.

25 And that concludes my report.

1 MS. BROWN: One of the articles -- we know
2 we have a lot of press regarding this issue. They
3 were talking about the permit process, four years
4 roughly once we decide the type of cost. Four years
5 just for the permit process.

6 Is that accurate?

7 MR. HEMINGER: I think so.

8 MR. MULLIGAN: He's probably better
9 qualified to answer the questions based on his
10 experience and Caltrans is built for that region.

11 MR. MULLIGAN: Probably the initial
12 schedule envisioned is three years for the scoping
13 process and for the environmental process. After
14 that is completed, the vision is one year for the
15 contract process and the permit process. A lot of
16 permits you cannot receive until you have
17 environment clearance and three years -- for
18 construction to be scheduled is seven years. It is
19 our goal with your assistance to meet that schedule,
20 and we are confident that we will.

21 MS. BROWN: Okay. Thank you.

22 MS. KING: Just as a follow up to that,
23 Denis, would you go into your presentation, which
24 you will do? Some people will hear about the
25 urgency of replacing the bridge because of health

1 and safety issues in the event of a seismic
2 disaster. I'm sure that's why Ms. Brown asked the
3 question. Is there a way for us to petition for
4 fast track, to streamline the permit process, and
5 when and how would we do that if there is a way to
6 do it?

7 MR. MULLIGAN: The project will be
8 developed in conformance with all Capital laws and
9 regulations. We are not above the law. There were
10 some changes in the law that streamlined parts of
11 the process on the State side. This project is
12 statutorily exempt from CEQA, California
13 Environmental Quality Act. That does not apply to
14 this project.

15 But there are a myriad of additional laws
16 that apply: The Health Code of Education, including
17 the National Environmental Policy Act, the National
18 Defense Act, the Appropriations Act on the national
19 level that are part of the environmental acts. The
20 sort of restoration on the national level and the
21 existence at the state level over the period through
22 those because our elected officials have concerns,
23 and those laws addressed those concerns.

24 For us to have any relief, we would require
25 legislation, and so we could pursue that. We would

1 follow those laws as we do the project. At this
2 point in time, our schedule was developed to
3 commensurate with the laws that exist today and that
4 are in place. We did not contemplate any change in
5 law as we put together that schedule.

6 MR. TRAVIS: I think Denis is correct.
7 After the North Bridge earthquake, there was
8 legislation passed that greatly streamlined the
9 State permit process. As I recall, we have seven
10 working days to process the permit for this bridge.
11 And as Denis mentioned, the bridge -- the work is
12 exempt from California Environmental Quality Act,
13 but there are a lot of federal permits that are
14 needed. So if you are thinking about relief, you
15 would have to think about relief in Washington, not
16 Sacramento.

17 MR. MULLIGAN: Well, that is very accurate.

18 MS. KING: That will be even harder. But
19 we may need to think about that. I don't know.

20 I would like to introduce Commissioner Tom
21 Hsieh, who has joined us. He's from the City and
22 County of San Francisco also.

23 Any comments you would like to make?

24 MR. HSIEH: I apologize for being delayed,
25 and I am glad to be here.

1 MS. KING: Thank you, very much.

2 We can move right in now because we have
3 to. We will go to Denis and Brian Mulligan's
4 presentation. They are the -- Denis Mulligan is the
5 deputy district director for Caltrans and Brian
6 Moroney is the project engineer. They will show us
7 a video on all of the bridge design alternatives
8 that have been studies.

9 And before we continue, though, with the
10 video, which I hope you find as entertaining as we
11 have and informative as we have. I would like to
12 remind those who would like to present to us any
13 comments tonight to please fill out one of the
14 request-to-speak forms that are available at the
15 back table and to hand them to one of the MTC staff
16 people.

17 When you speak, we are also transcribing
18 this meeting, so please identify yourself. And if
19 you have a difficult name, spell it, so that it will
20 be correct for our records.

21 MR. MULLIGAN: Thank you, Madam Chair. We
22 have a brief presentation. It has a lot of cost
23 figures. There is a handout as you walked in. The
24 costs are contained in that handout.

25 (A video is being shown.)

1 MR. MULLIGAN: And I hope that information
2 will stimulate the discussion with respect to the
3 various issues associated with the bridge.

4 MS. KING: Any comments?

5 MR. MULLIGAN: One other comment, we are
6 investigating an alternative. We do not have that
7 available for you this evening, but there are some
8 technical issues that we wish to resolve before we
9 show any images because we don't think we should
10 build all those issues, but that should be
11 forthcoming.

12 MS. KING: Sell it to McDonald's,
13 determining that we will not be able to do that.

14 MR. DESAULNIER: Maybe a sponsor.

15 MS. KING: It would be a way to pay for a
16 bike lane.

17 Now it is your turn to give us your
18 thoughts and comments. We have a number of cards.
19 But, first, I would like to ask: Did the Chair
20 come?

21 UNIDENTIFIED SPEAKER: Yes.

22 MS. KING: John Marcus.

23 MR. MARCUS: Madam Chair, members of the
24 commission, good evening. I'm John Marcus, a member
25 of the Richmond City Council and Chair of the Contra

1 Costa County Transportation Authority. The
2 Authority's principal interests are a timely
3 delivery, protection of Regional Measure 1 funds,
4 focus on the new bridge in retrofit of the old
5 bridge and approaches.

6 As regard to timely delivery, we propose
7 providing Federal funding of intent or exceptions to
8 Section 4F to comment on the reasonable process of
9 the federal environment documents for the Bay
10 Bridge. We would like to see construction start by
11 no later than mid 1999, which is ten years after the
12 Loma Prieta earthquake.

13 As a protection of the Regional Measure 1
14 funds, the Authority strongly supports Regional
15 Measure 1 projects and believes Regional Measure 1
16 funds should not be diverted to pay for seismic
17 retrofit or replacement costs. As with regard to
18 focus on the new bridge and retrofit of the old
19 bridge and approaches, others issues such as a
20 Transbay terminal are important. But the
21 consideration of such issues should be separated
22 from the replacement bridge, so the critical work
23 can be specified before the next quake occurs.

24 The Authority has not yet taken a position
25 on the aesthetics of the replacement bridge or on

1 issues such as including a bicycle and pedestrian
2 lane. I believe the Authority will be concerned
3 with any decisions on bridge type and the scope that
4 the project reflects cost-effective decision-making
5 on the part of MTC and the State.

6 We will consider these issues over the next
7 couple of months at the Authority.

8 MS. KING: Thank you.

9 Hermann Welm?

10 MR. WELM: Good evening. I'm Hermann Welm,
11 vice mayor of the City of San Ramon. The City has
12 not dealt with this issue nor has it adopted any
13 kind of position. So I am really speaking for
14 myself as a member of the transportation state which
15 chairs me.

16 I would like for the design committee to
17 remember that a large portion of funding, that is
18 going to be monies that are going to be used to pay
19 the share that the State doesn't come up with, is
20 going to come from the residences of Contra Costa
21 and Alameda County. They are the heavy users. They
22 are going to be most significantly impacted by the
23 raising of tolls or by the duration by which the
24 tolls, the higher tolls will be in place.

25 So cost effectiveness, I think, is an

1 extremely important element to this. We realize
2 that when something comes before us, and it's a
3 multi hundreds of millions of dollars at stake.
4 There is almost a knee jerk reaction. So let's
5 really gussy this up. Let's make a statement. I
6 think we have to back up. This all does cost
7 money. And the extra four million dollars, there
8 are many, many other demands that could be meet with
9 this.

10 The issue of the style of bridge, we have
11 seen the presentation -- very, very, well done --
12 but what we don't see is a step backwards where we
13 see both spans and how will the spans clash with
14 each other. Do both of them need to stand out and
15 shout, Here I am an architectural statement? Or do
16 we already have that architectural statement in the
17 west span? Could one not consider that the east
18 span is, in fact, an approach to the west span.

19 And, frankly, the looks and the appearance
20 of the causeway, the less expensive option is quite
21 nice. It comes to mind, having lived in San Diego,
22 the bridge in Coronado, and it is not an
23 unattractive structure. So those are my points.

24 Thank you.

25 MS. KING: Thank you very much. I

1 appreciate your comments. But one of the reasons,
2 I'm convinced, to ask for this commission to be
3 convened was that we are not to consider the East
4 Bay to be an on-ramp to go to San Francisco.

5 MR. WELM: That's how I said it.

6 MS. KING: But we do want to be cost
7 effective because we are paying for this. Some of
8 us see this as the most important part of the Bay.

9 Alex Zuckermann.

10 MR. ZUCKERMANN: Madam Chair and committee
11 members, my name is Alex Zuckermann, Regional
12 Bicycle Advisory Committee. I've appeared before
13 you. I want to give you some new information.
14 First of all, I have had discussions with Brian
15 Maroney. We had a very fruitful discussion. I can
16 attest to the fact that Caltrans, in fact, is
17 earnestly pursuing bicycle facilities on the east as
18 well as the west span.

19 What I want to impress on you about one
20 thing mayor King is talking about add-ons. And
21 basic shoulders are not add-ons. Okay. I'm going
22 to suggest that a public purpose is being served by
23 having bicycle lanes as a standard facility on this
24 bridge. Just like you provide cities with
25 sidewalks, you don't figure out whether that

1 sidewalk is cost effective you just provide it
2 because it serves a public service. In the same
3 way, a public service is being served by approving
4 bicycle lane facilities. Thank you.

5 MS. KING: You can convince the State
6 legislature of that, Mr. Zuckermann.

7 M.T. Brink. I can hardly read it.

8 MR. BRINK: Thank you very much. I'll try
9 to keep this brief. It's a proposal I have. It's a
10 little outrageous.

11 MS. KING: Is it three minutes or less?

12 MR. BRINK: Less perhaps. It's a little
13 outrageous causing disbelief, but it is not a joke.
14 It started as I wondered whether a modern bridge
15 could not be constructed and that would look
16 appropriate for replacement. Of the old east way of
17 the Bay Bridge, my proposal as it is here, is
18 another approach to the San Francisco Bay Bridge,
19 which I feel may help shed some light.

20 What do we have here? A large man-made
21 landfill island in the middle of San Francisco Bay
22 connected to San Francisco by the west, by the
23 greatest supported suspension bridge in the world.
24 But with only one lane of access from Treasure
25 Island and a very dangerous one at that.

1 To the east of Yerba Buena, and now
2 beautifully lite art deco requisite necklace of a
3 formally most functional rail and auto causeway set
4 in ultimately on 70-year-old, double-screw pilings.

5 My proposal, construct a new 10-, 12-lane
6 wide, low, flat causeway north or south of the
7 existing structure, remove the entire upper deck of
8 the East Bay half of the Bay Bridge, and the entire
9 lower deck for that matter. Take ultra light open
10 air streams from the East Bay on the old bridge to a
11 correctly restored 1939 Treasure Island. And in the
12 middle of the original Treasure Island airfield,
13 which was never constructed, build a giant multi-use
14 art deco stadium for the Giants, 49ers, or the
15 Olympics, or whatever.

16 This was published in the Chronicle a
17 couple of weeks ago, but they did leave off the last
18 sentence which is, "Sink it deep enough, and they
19 will come."

20 Is there some better use for Treasure
21 Island than a sea? Thank you.

22 MS. KING: Steve Roberti.

23 MR. ROBERTI: Thank you, Madam Chair and
24 committee members. I want to thank you for coming
25 to Contra Costa County to hold this hearing. I

1 think the day that this committee was formed, I was
2 having lunch with Supervisor DeSaulnier. And after
3 seeing the initial drawings from the paper, I
4 expressed my views to him in terms of the skyway
5 viaduct, it certainly looked attractive to me.

6 Subsequently, I have been to San Diego and
7 traveled over the Coronado Bridge about four times
8 and found that to be as attractive as I thought it
9 was before and I think that would be a good addition
10 to the reconstruction of the Bay Bridge.

11 Two things also fuel that. One is the
12 money issue. I don't think we have that kind of
13 money to put into the cable-stay bridge when you can
14 build the skyway viaduct if it is 100 million or 200
15 million dollars, and I think the aesthetics of the
16 viaduct is very important.

17 The other thing I think you should
18 consider, which I got involved in in the last week
19 in my other life on the job, is the development of
20 Treasure Island. There was an opening article in
21 the San Francisco Chronicle a week ago today about
22 developers who are coming and looking at Treasure
23 Island for development. And I think the opening
24 sole bid was 500 million dollars. That was from a
25 Hong Kong interest. I also know that there are

1 South Korean interests that are interested in making
2 proposals. There could be many because Treasure
3 Island is so unique. I think the aesthetics of
4 whatever is built there in the development of
5 Treasure Island -- and I believe Treasure Island
6 will be developed into something else now that the
7 Navy is leaving November or December of this year --
8 should be considered. It may be a conflict by the
9 time the development is planned, drawn, as opposed
10 to when the bridge is built. At least it's
11 something to be considered. Thank you.

12 MS. KING: Dan Powell.

13 MR. POWELL: My name is Dan Powell, and I
14 am chair of the Contra Costa County Transportation
15 Design Task Force. And our Design Task Force, aimed
16 through the common sense, that any attractiveness
17 that is elected should be cost effective. And that
18 includes such things as bike paths, et cetera. I
19 personally feel that the schedule could be
20 accelerated. I think there are other methods to use
21 that I think that should be considered.

22 MS. KING: Thank you.

23 Jim Jackel.

24 MR. JACKEL: Good evening. Thank you very
25 much for having the hearing here tonight in Contra

1 Costa County. I'm executive director of the Contra
2 Costa County Council. We are a non-profit, private
3 sector organization. We submit support of the
4 bridge. And I'm here tonight to reiterate for a
5 replacement structure, also to urge that you do take
6 a cost-effective proposal in adding any of the
7 add-ons that are put on this bridge.

8 I'm suggesting that prior to making your
9 final recommendation that the council may have a
10 recommendation on the actual design that we favor at
11 this time. We have not. And one thing the council
12 has not discussed, after hearing tonight from your
13 staff, the data for the feedback that you have.
14 Again, given the size of a magnitude, not very large
15 in terms of numbers. And I might suggest it could
16 -- just a poll, I would suggest that this type of
17 hit-and-miss, you are going to get some yeses and
18 some don'ts. I think the size would justify a
19 scientific poll, and I think that data could be
20 helpful to you. Thank you.

21 MS. KING: Hassan Astaneh.

22 MR. ASTANEH: Madam Chair and members of
23 the Bridge Design Task Force, thank you for coming
24 up and making comments in less than three minutes.
25 My name is Hanna Astaneh. I'm a professor of civil

1 engineering at the University of Berkeley, and it is
2 in Contra Costa County less than five minutes from
3 this place.

4 And I'm here to make a short comment and
5 invite honorable members of the Bridge Design Task
6 Force to a presentation that we are going to have on
7 Saturday to -- I will mention that in a moment. But
8 there is a man here who is looking at all the
9 presentations over the last two meetings.

10 I still emphasize that I hope your Design
11 Task Force will look into feasibility of a steel
12 bridge. As far as seismic, a steel bridge is
13 superior. As far as cost efficiency, we believe
14 they are superior. And we can make concrete
15 options. And I believe personally that you can make
16 them faster and you can come up with a new bridge
17 option much faster than viaduct.

18 To really do the walk and just not talk
19 over the last few months, since your presentation of
20 the Bridge Design Task Force, my colleague,
21 Professor Gary Black professor of architectural
22 department at UC Berkeley and myself have formed a
23 team. And with the help of bridge engineers outside
24 of UC Berkeley, we have developed a steel bridge
25 option. And we are going to present that option on

1 April 19th, 2:00 o'clock, civic auditorium. This is
2 all day. This is a Saturday.

3 Anyone interested in the public
4 presentation are very welcome to attend. And
5 certainly we will be honored if any member of your
6 committee as well as any other officials from Contra
7 Costa County to honor us and attend our meeting so
8 we can make our proposal. Thank you.

9 MS. KING: Are you going to present your
10 proposal also to the Engineering and Design Advisory
11 panel?

12 MR. ASTANEH: Yes. We have been in touch
13 with Steve Heminger, and we are very pleased that he
14 is going to give us an opportunity to come in front
15 of your body of technical experts. And at that
16 meeting, we will be ready with all the technical
17 information about our proposal. We have finished
18 preliminary seismic analysis as well as service load
19 analysis and approach connections and so forth, so
20 we are not technically ready today to come in front
21 of your group and present our options. But on
22 Saturday, we'll be more celebrity and showing the
23 model, a scale of East Bay and for -- to comment.
24 That was -- we also have West Bay Bridge. So you
25 can see West Bay Bridge and East Bay Bridge. Our

1 proposal is Saturday, civic auditorium, 2:00
2 o'clock. So we are very thankful for you to come,
3 to our group to hopefully present technical
4 information as well.

5 MS. KING: Allen Payton.

6 MR. PAYTON: Good afternoon. Just a couple
7 of comments. I'm on City Council, Antioch, also in
8 Contra Costa County of Transportation Authority, but
9 these are no reflection of any of those bodies.
10 These are my own comments. I prefer to see the
11 aesthetics appealing, but a little bit more
12 cost-effective, single-tower cable-stay bridge. I
13 think we need to have something that is appealing on
14 the eastern side of the island.

15 Also I'm concerned about the hundred
16 million dollar cost of the bike line, which would go
17 to the island on the east side of the Bay Bridge.
18 I'm also concerned regarding the treatment of the
19 bridge in Northern California. I think they should
20 be treated like the overpass in Southern California,
21 that in a time factor, they were built quite quickly
22 after the earthquake in Southern California. The
23 sped-up time frame, I would like to see if we could
24 do the same thing in Northern California.

25 And I would like to echo Mr. Welm's

1 comments earlier regarding the finances of tolls
2 since most of them come from Alameda and Contra
3 Costa County. And so any influence you have over
4 the legislature as far as the financing between the
5 State financing and the tolls, to take that into
6 consideration.

7 MS. KING: Charlie Abrams.

8 MR. ABRAMS: Good afternoon. My name is
9 Charlie Abrams. I'm on the city council of the City
10 of Walnut Creek and also a member of the
11 Transportation Authority. I'm pleased to have you
12 out here.

13 I think I can speak for our whole city
14 council. We did have a thorough discussion on this
15 issue last night, and I think we see the bridge as a
16 very important part of providing a gateway for
17 San Franciscans and Peninsula people to come out to
18 Walnut Creek for their jobs and other destinations.
19 And it is a very important part of our
20 transportation system. I think we unanimously feel
21 that a new bridge is the proper solution. And I
22 think we feel that something needs to be done with a
23 little bit of pizzazz. So, therefore, the skyway
24 causeway option is not the favorite.

25 We have to recognize the cost effective

1 issues behind that the single-span cable-stay bridge
2 is an attractive option or something like that, that
3 can be done that such -- the pier spacing is at the
4 proper distance to minimize some of the costs and
5 save money in the process.

6 In any event, there is a strong feeling
7 that we need to make a statement with that bridge
8 other than the costs.

9 We have a tradition in Walnut Creek. We
10 just built probably the most expensive pedestrian
11 overpass. It pales in comparison, but we spent 1.7
12 million dollars on a pedestrian overpass, or will be
13 shortly.

14 With regard to the bike lane, I think there
15 is a consensus that building an extra bike lane
16 possibly does not make sense. It needs to be a
17 simplistic system. It will always be a part of the
18 western section. And we also think that -- I think
19 with the addition of the shoulders on this bridge,
20 they could very well serve purposes of bicycle use
21 on weekends and off-peak periods.

22 This bridge will be wider than the other
23 bridge. Are there other options? We have looked at
24 Caltrans' analysis, operational analysis of the car
25 pool lane and the bus lane, and I would agree that

1 it really does not make sense to dedicate a special
2 lane for that purpose.

3 I think in the final recognition, I think
4 in all fairness and equity, I think there has to be
5 an understanding that quite possibly the tolls will
6 have to be increased for some time period. Some of
7 the other comments of authority members I think
8 actively reflects what Walnut Creek feels about the
9 process so, thank you very much.

10 MS. KING: For someone who spent half an
11 hour driving around Walnut Creek, your city is
12 beautiful. It reflects the aesthetics that you
13 talked about.

14 William Vaughn.

15 MR. DESAULNIER: Did you do that by design
16 or accident?

17 MS. KING: No. Accident.

18 MR. VAUGHN: My name is William Vaughn.
19 I'm a structural engineer. And the reason that I
20 came to this meeting was that I have some concerns
21 about the design, as I've seen them, in the design
22 process that is going on. The two designs that were
23 presented by Caltrans look like designs -- sort of,
24 you know, you open up the book of standards and you
25 pick out this bridge and you put it down on this

1 site. This is a very unusual and difficult site. I
2 think everybody is going to agree with that.

3 On one side, we have Yerba Buena Island,
4 which is virtually a rock. And the last earthquake
5 in '89, it hardly moved. And on the other side, you
6 have, you know, a cable, an area that could possibly
7 create a Kobe type of disaster. And then in between
8 you have 400 feet of mud. And I think that you need
9 to have a site-specific bridge design. And the only
10 thing that so far that I can see that even starts to
11 approach that is the TY1 land bridge. It puts the
12 support on the rock, and then it stretches out to
13 the East Bay.

14 I sort of feel like if I had to design this
15 bridge, I might -- at the end of that stretch, I
16 might go to a floating bridge and accept the fact
17 that it is going to move. I don't know how much it
18 costs to do that, and I don't know exactly how it
19 would act. But I would feel a little more
20 comfortable with that than I do putting 400 foot
21 pilings not knowing what that mud is going to do. I
22 don't think anybody does.

23 And one of the other things, instead of
24 having a single tower, I would prefer to see two
25 towers coming up off of that rock and then a lighter

1 bridge, possibly of steel, that would stretch out
2 there and have much less mass to move around in an
3 earthquake. I have not done any of the studies, and
4 I have not seen all the stuff that you are doing,
5 but those are kind of my thoughts about this.

6 One last thought in terms of making money,
7 you see these pictures by people who have been up on
8 the Golden Gate Bridge, and they get to see from the
9 top of the Golden Gate Bridge. I don't know how
10 much it would cost, but if we had twin towers with
11 little viewing platforms and some elevators up
12 there, we can charge people \$10 a head to go up and
13 see that Bay from that wonderful vantage point. And
14 it could be just as the group of Alcatraz Island,
15 maybe. It's a little far-fetched. Those are my
16 ideas about that bridge, and I shared them.

17 MS. KING: That creates a challenge for
18 cars from Yerba Buena. Where do they park their
19 cars as they take the elevator up there? That's all
20 right. You can think about that at your next public
21 hearing.

22 Robert Waal.

23 MR. WAAL: Hi. My name is Robert Waal.
24 I'm a civil engineer, and I used to work for
25 Caltrans in bridge construction. And I'm very

1 interested in seeing what we have going on. I think
2 we reached a historical crossroad to actually get to
3 design another bridge of the same proportion as we
4 have in the Bay Area. There are not too many left
5 to do.

6 If you talk to people throughout the world
7 and throughout the country what they think about the
8 Bay Area, one of the things that comes up is the
9 prominent -- is the Golden Gate Bridge and the Bay
10 Bridge and the variety of bridges. And we really --
11 I really think that is an extremely important
12 concept or idea that we have here, is that we have
13 some of the most beautiful bridges and probably one
14 of the most beautiful settings in the world.

15 And I think that is just as important as
16 all the other decisions including seismic and cost.
17 Even if it costs a little bit more money or a lot
18 more money, I think in the long run we will all be
19 happy for it. And I think our grandchildren and
20 their grandchildren will be as happy to see
21 something that has some aesthetic value as opposed
22 to something that was the least expensive, the
23 quickest way to build.

24 And as one other person commented earlier
25 tonight, I haven't seen any views showing the

1 western portion with the eastern portion, and I
2 certainly think that whatever goes on the eastern
3 side should complement and not compete with the
4 western side.

5 MS. KING: Neal Johnson.

6 MR. JOHNSON: Hi. I came in late, so I
7 don't know if you discussed an arch bridge design
8 yet. But as you may see with the card there, I have
9 a picture of the fork pit bridge in Pittsburgh. I
10 have had a chance to travel over some bridges both
11 cable-stay and arch bridges, and I believe this
12 would be an appropriate discussion for the
13 appropriate span and I also have on there more
14 detailed preference as to various and secondary
15 points which you will have to consider. And I hope
16 you take them into consideration.

17 MS. KING: Thank you.

18 Hsue Chentung.

19 MR. CHENTUNG: From newspapers, I was aware
20 of two kinds of long span cable-stay bridge options
21 to replace the east span of the Bay Bridge of
22 San Francisco Bay Area offered by Caltrans. They
23 are a rather pioneer bridge options in high seismic
24 region as San Francisco Bay Area.

25 I'm willing to support such options.

1 However, I'll give my preliminary seismic view to
2 such options. We have to pay special
3 considerations, cautions, of special problems
4 confronted in the seismic structure analysis for
5 design of such kind of bridges.

6 One, linear seismic analysis of horizontal
7 movements among bridge piers due to seismic wave
8 passage effects of earthquake excitations.

9 Two, analysis of nonlinear seismic response
10 of cable-stay on the long span, near half
11 kilometer. The bridge comprises of two categories
12 of nonlinear properties. One in the cable's
13 nonlinear physics property, another is the
14 geometrical nonlinear property due to high seismic
15 excitation in vertical direction. As all of us we
16 know, the cable can't take compression on the one
17 moment and long cable on another moment nor to take
18 tension over stressed due to vertical earthquake
19 excitation.

20 Furthermore, and additional comment for
21 today. Preliminary seismic view of cable-stay
22 bridge options will be offered in another
23 preliminary meeting held by Caltrans. Thank you.

24 MS. KING: Thank you.

25 Kathy Tate.

1 MS. TATE: Good evening. Thank you for
2 coming to Contra Costa County. My name is Kathy
3 Tate, and I'm a member of a very big bicycle touring
4 club. I'm also in the newsletter club for the
5 California Bicycle Association. I'm very, very
6 concerned about some of the comments that have been
7 made tonight. But I'm going to preface a few of my
8 comments. No matter how many freeways or bridges
9 are built, there will never be enough. We have got
10 to take a look at accommodating other means of
11 transportation. We'll never be able to accommodate
12 all the motor vehicles. Bicycles are a proven
13 alternative means of transportation. But in the
14 Bay Area, we have big blocks. They are called
15 bridges. And so we can't get across to areas where
16 we want to go.

17 Off-peak hours are not going to work
18 because we are also denied alternative
19 transportation at this time unless we are going to
20 be driving. As far as cost-effective is concerned,
21 I cannot believe some of the comments that were made
22 tonight regarding spending. The bicyclists were out
23 there supporting, getting the funds from grants to
24 support some of the other projects going on. Do you
25 think we are going to stop in this instance as

1 well?

2 We have contributed to the tax base in this
3 State. A lot of us don't just ride bicycles, a lot
4 of us drive cars as well. So we are paying those
5 gas taxes. We deserve to also have another means of
6 getting across the bridges.

7 So any concerns that these people have
8 about not having accommodations for the bicyclists
9 on this bridge by not allowing the lanes on the
10 cantilever areas, we need to have those. We are not
11 going to be able to accommodate all motor vehicles.
12 All of these people are going to have to look at the
13 possibility of getting on the bikes themselves.
14 Thank you.

15 MS. KING: Thank you. That's our final
16 speaker.

17 I have a letter that would like -- that
18 Commissioner Brown would like to read into the
19 record.

20 MR. BROWN: This is a letter from the City
21 of Brentwood. They asked me to read it into the
22 record.

23 "As a Bay Area resident and Mayor of the
24 City of Brentwood, I would like to raise my concerns
25 on the use of transportation money for the bicycle

1 and pedestrian access on the Bay Bridge.

2 "Our city council is actively involved in
3 transportation issues. We believe the need for
4 transportation expenditures is far greater in other
5 areas at this time. Our community continues to
6 support and fund bicycle- and pedestrian-friendly
7 uses where they are practical, feasible in terms of
8 design. The most cost-effective and functional
9 design should be utilized as to best spend our
10 limited transportation resources.

11 "The entire transportation infrastructure
12 and region is in need of improvement. An example is
13 Highway 4, which runs through our city, which is
14 utilizing an infrastructure built as early as 1904.

15 "Please relay my concerns to the
16 Metropolitan Transportation Commission."

17 Signed John Morrill, Mayor of Brentwood.

18 Thank you.

19 MS. KING: Thank you.

20 I want to thank all of you for coming.

21 This will not be our final or last county to
22 comment. It is only the beginning, and there will
23 be two more public hearings, one in Suisun City and
24 the other in the City and County of San Francisco.
25 And then there will be the Design and Engineering

1 Design Task Force that is meeting intermittently.
2 You can get that information from staff, where they
3 will be meeting and at what times. There will be a
4 couple of workshops that are going on. Caltrans is
5 available. Please continue to share with us your
6 thoughts and as we go into our deliberation process
7 later in the summer, we will be certainly also
8 accepting your comments at that time.

9 We appreciate very much your being with us
10 in the beginning, and we appreciate the diversity of
11 views. And I want to thank my colleagues from
12 Contra Costa County because obviously you did your
13 homework and turned out a very articulate group of
14 people to present to us on this topic and on the
15 subject.

16 So we will adjourn at this point, and we
17 will see you as we go further down this bridge.

18 ---oOo---

19 Time concluded: 6:45 p.m.
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1 REPORTER'S CERTIFICATE

2
3
4 I, ADRIENNE PERETTI, CSR No. 11029,
5 Certified Shorthand Reporter, certify;

6 That the foregoing proceedings were taken
7 before me at the time and place therein set forth,
8 at which time the witness was put under oath by me;

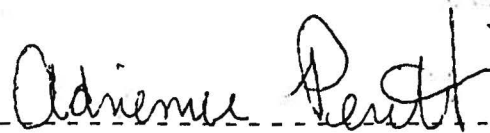
9 That the testimony of the witness and all
10 objections made at the time of the examination were
11 recorded stenographically by me and were thereafter
12 transcribed;

13 That the foregoing is a true and correct
14 transcript of my shorthand notes so taken.

15 I further certify that I am not a relative
16 or employee of any attorney or of any of the
17 parties, nor financially interested in the action.

18 I declare under penalty of perjury under
19 the laws of California that the foregoing is true
20 and correct.

21 Dated this 22nd day of April, 1997.

22
23
24 
25 ADRIENNE PERETTI, CSR No. 11029

1 REPORTER'S CERTIFICATION OF CERTIFIED COPY

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6
7 I, ADRIENNE PERETTI, CSR. No. 11029, a
8 Certified Shorthand Reporter in the State of
9 California, certify that the foregoing pages 1 through
10 57, constitute a true and correct copy of the original
11 deposition of KENNETH SANTOS taken on March 20, 1997.

12 I declare under penalty of perjury under the
13 laws of the State of California that the foregoing is
14 true and correct.
15

16 Dated this 22nd day of April, 1997.
17
18

19
20 -----

21 ADRIENNE PERETTI, CSR No. 11029
22
23
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25

Bay Bridge Design Task Force
Contra Costa County
April 16, 1997 - 5:30 p.m.

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4. <u>SARAH LITTLEHALL</u> <u>Michael Jackson</u>	<u>CCTA, CITY ORINDA</u> <u>GO BIKE!</u>	<u>4 ARABY LN CT</u> <u>ORINDA</u> <u>651 Pine St</u> <u>4th Floor North Wing</u> <u>Martinez</u>
5. <u>Barbara Brustad</u> <u>Bill Curry</u>	<u>TRANSPAC</u> <u>CONTRA COSTA COUNCIL</u>	<u>2960 McCall</u> <u>500 YGVARIO MTZ #425</u> <u>WALNUT CREEK</u>
6. <u>CRAIG HAEELIN</u> <u>Chen Tung Hsue</u>	<u>PUBLIC</u> <u>Professor, ECE</u>	<u>626 CREEKMALE CT</u> <u>W. C. 94598</u> <u>44 Montezuma 3200</u> <u>SE. 94104</u>
7. <u>Lami Mendoza</u> <u>DALE DENNIS</u>	<u>MTC</u> <u>CCTA</u>	<u>1471 Divisadero Blvd</u> <u>4479 RIVER BLVD CT</u> <u>Concord, CA 94521</u> <u>800 Madison</u> <u>Oakland</u>
8. <u>Nita Orr</u> <u>ROBERT BLUME</u>	<u>BART</u> <u>HDR ENGINEERING, INC</u>	<u>271 TURN PIKE DRIVE</u> <u>SACRAMENTO, CA</u>
9. <u>Scott Steinwert</u>	<u>Public Affairs Mgr</u>	<u>101 The Embarcadero St 210</u> <u>SF CA 94105</u>
10. <u>NORBERT SCHUELLER</u>	<u>SELF</u>	<u>POB 766</u> <u>MTZ 94553</u>

Bay Bridge Design Task Force
Contra Costa County
April 16, 1997 - 5:30 p.m.

NAME	REPRESENTING	ADDRESS
1. <u>Tim Hayes</u>		<u>2650 Mountainview P</u> <u>Concord, CA 94515</u>
2. <u>Robert C. Waal</u>		<u>974 Juniper Dr</u> <u>Walnut Creek, CA</u> <u>94595</u>
3. <u>Jeanni Hill</u>		<u>305 Grayson</u> <u>P. Hill 94523</u>
4. <u>W. Vaughn</u>		<u>P.O. Box 1064</u> <u>Lafayette, CA</u> <u>94549</u>
5. <u>Allen Patton</u>	<u>CCTA</u>	<u>P.O. Box 4672</u> <u>Antioch, CA 94531</u>
6. <u>Lisa Hogeboom</u>	<u>WCCTAC</u>	<u>One Alvarado St</u> <u>Pan Pablo 94806</u>
7. <u>Anne Grodin</u>	<u>Lafayette</u>	<u>PO Box 1468</u> <u>Lafayette CA 94549</u>
8. <u>Neal Johnson</u>		<u>556 La Copie Ct.</u> <u>San Ramon 94583</u>
9.		
10.		

Bay Bridge Design Task Force
Contra Costa County
April 16, 1997 - 5:30 p.m.

NAME	REPRESENTING	ADDRESS
1. Ben Gerwick Ken Friman	Bay Bridge Review Panel Caltrans MARRISON KNOX	601 Montgomery St San Francisco 94111 ONE MARKET SUITE TOWER SF 1183 SARINAP AVENUE WALNUT CREEK CALIFORNIA 94595
2. CLIFFORD W. SAMPSON Leslie Reyes	CH2M HILL	1111 Broadway, Ste. Oakland, CA 94607-1200
3. HASSAN ASTANEH Gary Black	UC BERKELEY UC Berkeley	781 DAVIS HALL UNIV. OF CALIF. BERK. CA 94720 231 Wurster hall univ of Calif Berkeley 2694 S. Steg Dr. SAN RAMON, CA
4. JIM JAKEL	CONTRA COSTA COUNCIL	
5. Jim N. Kland		1985 Cactus Ct CWC 94595
6. Don Powell	Contra Costa Council	
7. Kathy Tate	Valley Spokesman	1571 Lexington Rd. Concord CA 94520
8. HERMANN WELM	VICE MAYOR, CITY OF SAN RAMON	
9. Conrad Bridges	HDR Engineering	271 Turn Pike Dr Folsom, CA 95630
10. Doug Sibley	Local resident	2175 Blackrock Pl Martinez, CA 94553

Bay Bridge Design Task Force

Contra Costa County

April 16, 1997 - 5:30 p.m.

NAME	REPRESENTING	ADDRESS
1. Ernestine DeFalco	CCTA / TPAC / LWUDV	117 Natalie Dr. Moraga 94551
2. John Haussman	ICF Kaiser	1800 Harrison St Oakland
3. Debbie Halliday	Sequoia Elementary	P. Hill
Katie Halliday	// //	// //
4. GENE DEMAR	SELF	1313 GRAGG CONCORD 94518
5. MT Brink	self	4970 Ranch Rd. Tiburon, CA 94920
6. CANDY GAYLES	MCAC	1924 Church Ln. #204 San Pablo, CA.
7. BRYAN SMITH	ODL & Wiele	1925 WOODBERRY MIL CA.
8. Dick LeBeau	Impson & Associates	9912 Business Park Dr Sacto 95827
9. Patrick Roche	CCC - Comm. Dev.	651 Pine St. Mtz
10. Marilee Mardenson	Caltrans	P.O. 213660 Oakland 94623

Bay Bridge Eastern Span
Replacement Preferences
Neal Johnson

Alignment:

Northern alignment is strongly preferred
No S-curves
One gentle curve over water
One gentle curve west of toll plaza
Signature bridge aligns and compliments western span
Improves visibility of tunnel entrance for westbound traffic

Width:

Roadway width should be 74 feet (5x12'+10'+4')
Bicycle lanes too expensive to duplicate access provided by BART
Wider shoulders on east span will make west span seem narrow

Decking:

Signature bridge should be double decked
Improved island interchange simpler w/right merges & left exits
Better aesthetics for signature bridge

Transition to single deck on either northern alignment curve
No S-curves

Western curve preferred if not much more expensive

Signature bridge type:

Arch

Attractive

See attached-Ft. Pitt Bridge in foreground

Complimentary to western span

Vertical suspending cables

Not too much

Doesn't compete with western span

More similar to existing cantilever

Especially if steel

Added diversity

No major arch bridges in the Bay Area

Proposed Carquinez replacement should be Cable-stayed

Second Choice-Single Tower Cable-stayed

Third Choice-Double Tower Cable-stayed

Not a Choice-Skyway



Mr. Neal E. Johnson
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San Ramon CA 94583-1814

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Work: (510) 792-2108 x2660

PRESS
Bay Bridge Design Task Force
Contra Costa County
April 16, 1997 - 5:30 p.m.

NAME

REPRESENTING

- | | |
|------------------|-------------------------|
| 1. Robert Oakes | Contra Costa Times |
| 2. Paul Nolte | San Francisco Chronicle |
| 3. Willie Monroe | K60-TV |
| 4. Joe Garofoli | CC Times |
| 5. | |
| 6. | |
| 7. | |
| 8. | |
| 9. | |
| 10. | |

CONTRA COSTA TRANSPORTATION AUTHORITY BOARD MEMBERS
Attending Bay Bridge Task Force Meeting

Charlie Abrams

Sarge Littlehale

* John Marquez (Chair)

Allen Payton

* Herman Welm

Bob McCleary (Executive Director)

Following Commissioners may arrive late:

Millie Greenberg

Barbara Guise

Julie Pierce

Lloyd Wagstaff

* They would like to speak and request
you call on them first on item # 5